

# Millions Spent By Army And Navy On Big Island Military Base

## Gibraltar Of Pacific Is Developed By Uncle Sam

### PEARL HARBOR NAVAL BASE IS GROWING UP LIKE MAGIC

UNCLE SAM'S GREAT WORKSHOP HUMMING BUSILY, AND MAN WHO SETS THE PACE

ARMY CONTRACTS WITH LOCAL CONCERNS DURING 1912

Contract of Kurisaki for completion of fence at Fort Ruger	500
Contract of Kurisaki for completion of fence at Schofield Barracks	5,285
Contract of Honolulu Planning Mill for construction of new wings to Firi Shafter Hospital	59,265
Contract of Yakiimo-Fukamachi Co. for repairing N. C. O. quarters at Fort Shafter damaged by fire	995
Contract of T. Okata for preliminary diversion dam and four miles of ditch at Schofield Barracks	8,400
Contract of Lord Young Engineering Co. for 40,000,000 gallon reservoir, dam and five miles of 24-inch pipe for Schofield Barracks permanent water supply	84,715
Contract of Honolulu Iron Works for manufacturing pipe for Schofield Barracks water supply	13,500
Contract of the Hawaiian Dredging Co. for construction of part of the cavalry post, Schofield Barracks	100,000
Contract of Lord Young Engineering Co. for construction of temporary buildings Schofield Barracks	8,000
Contract of Levers & Cooke for flooring, Schofield Barracks	7,865
Total	\$288,775

The year of 1912 marks an epoch for the army on Oahu, for carefully laid plans of the General Staff for the defense of the island were carried out in part, while a fair start was made on a vast scheme of fortifications and defenses which will fit Oahu to bear the name "Gibraltar of the Pacific" that has been attached to it in recent months. When the last battery is in place, and the last troops have landed, Oahu will be a "tight little island" that nothing short of a fleet, covering the landing of a division, could subjugate.

The year just closing saw the completion of the permanent post at Fort Ruger, including commodious barracks for the enlisted men and pleasant quarters for the officers, all of reinforced concrete construction. This work was finished about mid-year, and a campaign of land clearing, tree planting, and general landscape improvement has transformed the appearance of the post that lies in the shadow of Diamond Head.

Fort De Russy has been but little changed during the year, the principal event being the completion of the 6-inch battery, and the mounting of the guns. The emplacements for the 14-inch battery were completed, but the big guns themselves have not arrived. Improvements at Fort Shafter include the great enlargement of the hospital there, and the changing of its status from a base hospital to a department hospital. The cost of the new wings, containing three additional wards, is about \$60,000, the contract held by a local firm and the work being well towards completion.

At Fort Kamehameha, adjacent to Pearl Harbor, the 12-inch gun battery has been completed, and the pits for the mortar battery constructed. Forts and batteries are now on their way here from an eastern arsenal.

Schofield Barracks. The scene for the army's most important work during 1912 was laid at Schofield Barracks, where construction work and improvements that aggregate more than a million dollars have already been started. Until a few months ago it was generally believed that the main strength of the mobile army to be ultimately stationed on Oahu would be quartered at Lihalehale, and that Schofield, already the largest post in the United States army, would consist of eight regiments and auxiliary troops, forging ahead of any post in continental United States in general importance, beyond all comparison. Within the past month, however, it has become known that a change in the original plans of the general staff is contemplated, and that Schofield will probably be kept at not more than its present strength of three and a half regiments.

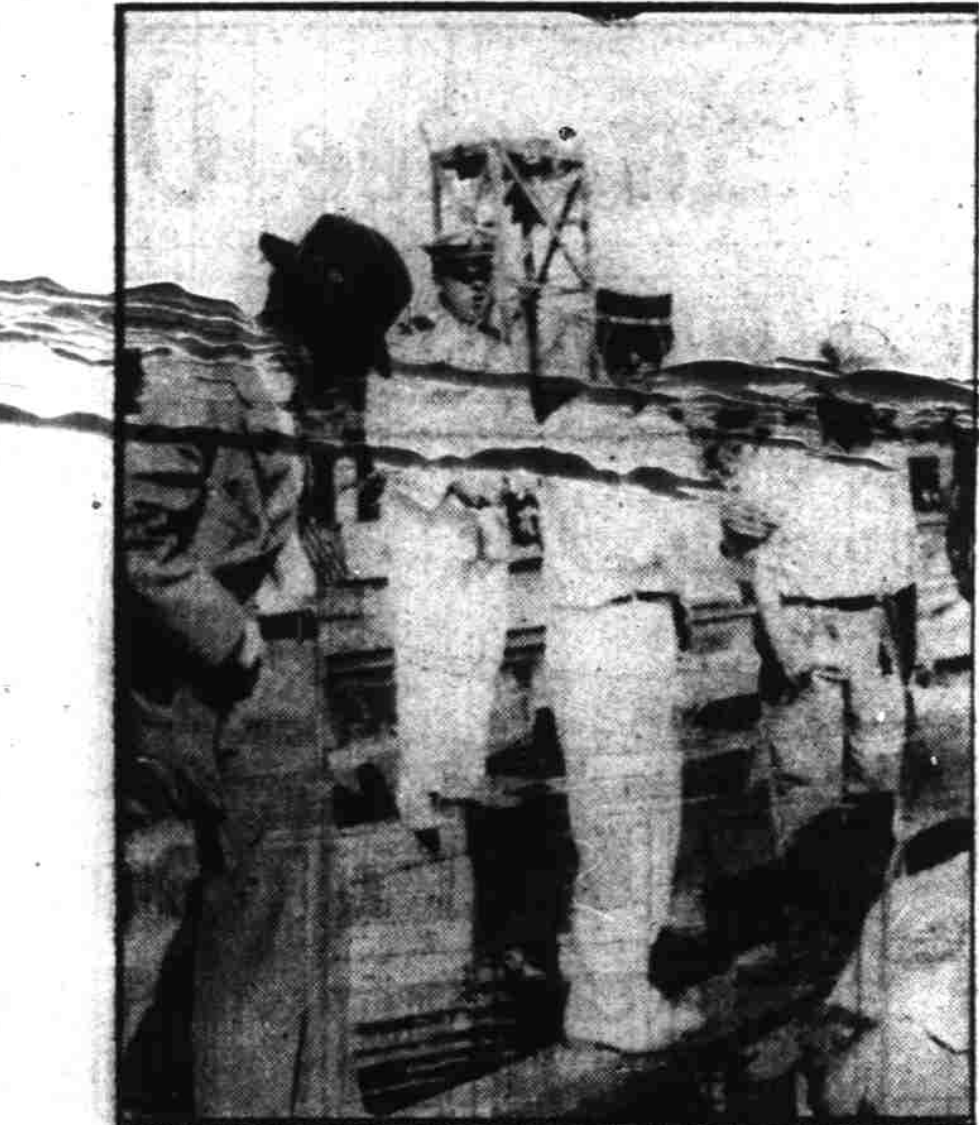
Early in the year the constructing quartermaster commenced work on the permanent cavalry post, for one regiment, and this is considerably more than half completed to date. The post consists of thirty-two sets of officers' quarters, costing \$5,100 each; three squadron barracks, \$80,000 each; and twelve stables, \$3,000 each.

More Money Needed. The matter of expediting the erection of the Cavalry Post has been made the subject of special correspondence between Secretary Stimson and the Speaker of the House. It is desired to have the money necessary made available at the earliest possible moment, and it is requested that the \$472,750 necessary be included in an urgent deficiency bill.

In the sundry civil act approved March 4, 1909, congress appropriated \$200,000 for commencing construction of a cavalry post in the Hawaiian Islands, and in a subsequent act approved June 25, 1910, authority was given to enter into a contract for not exceeding \$400,000 additional to carry on this work, but funds under the latter act have not as yet been appropriated.

All of the \$290,000 originally appropriated has been expended in the purchase of material, and in order that the actual construction work might proceed without interruption, a contract was entered into at the close of last fiscal year with the Hawaiian Dredging Co. for continuing this work for an amount not to exceed \$100,000, payable when funds are appropriated by congress.

Included in the regular estimates for the fiscal year 1914 is an item of \$472,750 for completing this cavalry post as originally contemplated, but owing to the necessity for early action in this matter it is recommended that this appropriation be included



RAISING THE FIRST BLOCK OF PERFECT CONCRETE.

One of the most important achievements in the development of the great naval base at Pearl Harbor caught by the camera. Last summer, after months of discouraging failures, the navy engineers and drydock contractors finally found the concrete mixture that would set properly under water. The picture shows the raising of the first successful test block from the bottom of the drydock. On the right stands Professor Young, of the College of Hawaii, who made laboratory tests for the contractors. Next to him (with straw hat) is Civil Engineer E. R. Gayler, U. S. N., public works officer. In the rear is Assistant Civil Engineer Kirby Smith.

eral staff, took station here. The department staff was further augmented at the same time by Lieutenant Colonel Raymond, medical corps, who is now sanitary inspector of the department.

"Plans that will change the entire military aspect of Oahu were formulated during 1912, and before the end of the year were showing results," is Major B. Frank Cheatham's comment on the year just closed. "It has been a remarkably active year for the Department of Hawaii, and much will come of the work of the army on Oahu for 1912," he says.

### CITY AND COUNTY ATTORNEY'S OFFICE HANDLES MANY CASES

The work of the City and County Attorney's office for the past year includes a summary of that done by the Board of Supervisors, as well, so closely in touch does the office of Mr. Cathcart keep with the goings of the board, and so dependent is the board upon the decisions and opinions rendered by the city and county attorney. In the last year the attorney had rendered fourteen important opinions, and many unimportant. It has framed among other things more than a dozen important ordinances, and practically all of the ordinances passed or submitted to the board have been forced to undergo the scrutiny of Cathcart or his deputies, Messrs. Milverton and Brown. Among these ordinances are those providing for: The construction, repair and maintenance of streets, highways, roads, alleys, trails, sidewalks, bridges and public places, and providing for the appointment of a city and county engineer and defining his powers and duties.

An ordinance governing the throwing of rubbish, debris and other materials on streets, sea beaches and public places in the city.

An ordinance relating to the construction and maintenance of sidewalks in the city.

An ordinance to amend ordinance No. 12, being an ordinance entitled, "An Ordinance regulating the carrying of passengers for hire in licensed vehicles, and providing the rates of fare for the carrying of passengers in such vehicles, and providing for punishment for violation of the provisions of the ordinance."

An ordinance to amend ordinance No. 11, entitled "An Ordinance regulating moving travel and traffic upon the streets and other public places of the City and County of Honolulu, providing for the registration, identification, use and operation of motor cars, and providing penalties for any violation of the ordinance."

An ordinance relating to "iced fish" intended for sale in the City and County of Honolulu.

An ordinance relative to the establishing of grades and sidewalk lines in the District of Honolulu, City and County of Honolulu, Territory of Hawaii. This is part of the system for requiring property owners to lay sidewalks, already referred to in ordinance No. 35.

An ordinance authorizing the Board of Supervisors to appoint a secretary to the Board of Supervisors and to fix his salary, and prescribing the duties of such secretary. This was drafted to enable the board to publish the Municipal Record.

An ordinance relating to and regulating public dance houses.



WHERE THE HAMMERS WILL SOON RING.

One of the seven industrial buildings of the Pearl Harbor navy yard, which are being rushed to completion. Equipment for these shops was authorized last August, and before many months they will be in operation.

ARMY CONTRACTS LET IN 1912 WITH CONCERNS IN CONTINENTAL U. S. FOR DEPARTMENT OF HAWAII

Contract of O. A. Darzenbaker, Washington, D. C., for shingles	7,737.22
Contract of California Door Co., San Francisco, mill-work	41,340.00
Contract of Baker & Hamilton, San Francisco, hardware	3,389.50
Contract of Buffalo Wire Works, Buffalo, N. Y., for screening	1,790.00
Contract of Crane Co., San Francisco, for plumbing	36,522.73
Contract of Berger Manufacturing Co., Canton, O., for steel work	35,116.68
Total	\$125,896.13
Plus local contracts	228,775.00
Army contracts on Oahu for 1912	\$414,671.13

penalties for violations of the provisions of the ordinance.

Among the principal opinions rendered during the year 1912 to the board of supervisors are those in the matter of requiring property owners to construct sidewalks adjacent to their property; relating to the power of the committee on roads, bridges, parks and public improvements to expend appropriations of city and county funds; in the matter of the eligibility of certain persons to hold positions as police officers; in the matter of the eligibility of persons discharged from the army of the United States to employment by the city and county; regarding existing laws and regulations concerning vacations; in the matter of the payment of taxes upon property leased by the city and county; in the matter of compelling the Honolulu Rapid Transit & Land Company to sprinkle its tracks; in the matter of the legality of a resolution appropriating money of the city and county of Honolulu for the completion of an armory for the national guard of Hawaii; concerning further the resolution appropriating money of the city and county for the completion of any armory for the national guard of Hawaii; concerning the liability of the Honolulu Rapid Transit & Land Company to lay permanent pavement between its tracks; concerning the passage of ordinances granting to sanitary and other inspectors greater powers; in the matter of the use of the public streets by the Industrial Workers of the World; in the matter of the liability of the Honolulu Gas Company to furnish free gas for street lighting; in the matter of the liability of the Territory to refund to the city and county certain amounts used by the Territory to cover a deficit in the school fund.

The work of the office in the circuit courts of the territory proved most successful. There were 1,213 convictions, ten appeals, 55 cases not pressed and sixty cases still pending. Two of the cases not pressed were because the defendant had already been convicted and sentenced in the circuit court of the territory.

On January 3, condemnation proceedings for the federal building constructed on what is known as the Malakia site were ordered from Washington. The condemnation cases were at once begun and the first award made by the jury on March 23. The cases are now closing. Those remaining give promise of being settled out of court on a basis mutually agreeable to the government and the property owners lessees. The progress made to secure the big federal building for Honolulu is one of the notable events of the year.

Work on the belt road system for Oahu was begun in January, 1912. When completed this system will give the island a splendid road around the various picturesque spots and a road which affords also great traffic advantages.

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MAJOR B. FRANK CHEATHAM, Who as chief quartermaster, Department of Hawaii, is in charge of the important army construction work on Oahu.

Major Cheatham was president of the "Cheatham Board" which met in Washington to consider the location and type of regimental barracks for the troops on Oahu. Through this work he became thoroughly conversant with conditions here before coming to Hawaii.

Major Cheatham reported for duty in this department last June.

WHAT PEARL HARBOR IS COSTING UNCLE SAM

	Total Cost Estimated	Amount Now Appropriated	Amount in Present Estimate Before Congress	Amount in Future	Amount to be Appropriated
Repair plant proper	\$10,419,500	\$ 9,289,000	\$ 554,000	\$576,500	
Naval magazine	403,000	152,500	250,500		
Marine corps post	418,000	185,000	118,000	115,000	
Naval hospital	300,000	75,000		225,000	
Coaling plant	960,000	613,750	306,250	40,000	
Fuel oil and gasoline	131,000	131,000			
Total	\$12,631,500	\$10,466,250	\$1,228,750	\$956,500	

Pearl Harbor, already termed the "Key to the Pacific" and destined to become the greatest naval base in the world, sprang up with rushroom rapidity during 1912. On January 1 of this year the site of the new naval station was a wilderness of tangled lantana, the only sign of construction activity being the timbered structure of the just-commencing drydock. On December 31 the yard presents a scene of bustling activity. A score of buildings, many of them almost entirely completed, dot the shore line, construction trains shunt their heavy loads over several miles of trackage, a monster coaling plant and wharf is being rushed to completion, and work on the drydock, increased during the year to a length of 1009 feet, is being rushed with all speed and good success. Truly Pearl Harbor is the marvel of industrial Hawaii.

The first important feat to mark the year was the completion by the Hawaiian Dredging Co. of the channel dredging contract, on February 2. This work had a total cost of \$3,660,000. The depth of the channel is 35 feet; width through the bar, 600 feet; after passing the bar the minimum width is 500 feet; the length of the channel is 4 1/2 miles. That the entrance to the harbor was practically completed by December, 1911, was proved by the passage through it on December 14, 1911, of the cruiser California, which came to anchor off the drydock site.

The early months of the year were marked by grave worries by the contractors and navy engineers for the success of the drydock. Due to the tendency of the bottom to rise when the water is pumped out, it became necessary to place the first layer of concrete mixture, before pumping out the sea water. For a long time the right concrete mixture, that would set properly under water, could not be discovered, hundreds of tests being made. Finally the right mixture was found, one of the ingredients being a proportion of Pacific Coast sand, which will be brought here by the collier Nero, making regular trips between the mainland and Pearl Harbor. The length of the drydock was increased from 800 to 1000 feet during the year, and the big basin is now about one-fifth completed.

Building Up Fast. Great progress was made with the construction of the buildings during 1912. The seven industrial buildings, which will cost \$400,000 are about three-fourths completed; the \$100,000 re-inforced concrete storehouse, is about half completed. The marine officers quarters are nearly finished, while the marine barracks are about one-third up. The contract price for the marine post is \$158,325, the contract being held by the Spalding Construction Co. of Portland, Oregon. Work was started during the latter part of the year on the administration building (\$50,000), and the contract has been awarded for the construction of six officers' quarters (\$69,000). The naval hospital and quarters for surgeons has not yet been started, although plans have been drawn for the buildings.

During the year an allotment of \$500,000 was made for machine tools for the equipment of the shops now under construction, and in the near future the shops will be laid out and properly fitted.

A system of roads and sewers was started by yard labor last summer, and by the end of the year is about half completed.

Large Coaling Plant. One of the most important of recent developments of the Pearl Harbor work was the increase last November of the coaling plant from a \$350,000 to a \$613,750 project. This last amount has been made available, the balance of the increase to be put into handling machinery, which will greatly increase the efficiency of the plant. Besides increasing the size of the coal storing plant, the storage facilities for fuel oil were increased on the plans. Instead of one oil tank, three will be erected, while another mammoth container will be used for gasoline. The coaling plant and wharf are being built by yard labor.

An important contract let during the last month of the year, was for the construction of the naval magazine of Kuahua Island, off the drydock site. The job, amounting to about \$90,000, was won by the Lord-Young Engineering Co. of Honolulu, and work will be started in the near future.

The question of a permanent water supply for the naval reservation was settled by the boring of an artesian well at Moanalua, which developed a flow of a million gallons every 24 hours. Through the public spirit of Mr. S. M. Damon the government was allowed to purchase the land for the nominal sum of \$1, right of way for a pipe line across the Damon property being included. This water will be carried to Pearl Harbor by an 8-inch pipe.

A Real Asset. During the year just closing Pearl Harbor has brought many thousands of dollars to Honolulu, for there have been on an average of 500 men employed there, with an average pay roll of \$40,000 per month. Most of this money has been spent right here in the city.

Rear Admiral Walter C. Cowles, who this month received orders detaching him from command of the Honolulu naval station, and assigning him to command the Pacific fleet, has kept in close touch with the many details of Pearl Harbor construction work, and to him much credit is due for the smooth-working organization that has been built up.

The public works officer, in direct charge of the entire project, is still Civil Engineer E. R. Gayler, no change in the personnel of the office being made during the year, with the exception of the relief of Assistant Civil Engineer Burrill by Assistant Civil Engineer C. A. Bostrom. In all likelihood Mr. Gayler will be left here to complete the work that he has so successfully conducted to date, and will be allowed to see the completion of the big projects.

Bureau Chief Sees Work. An important incident for Pearl Harbor's speedy progress was the visit here last summer of Rear Admiral Stanford, chief of the Bureau of Yards and Docks, who came here personally to study existing conditions. The result of the visit was that he returned to Washington with first-hand information that is already working for the good of the local projects.

In his last annual report, Admiral Stanford says of the work at Pearl Harbor during the past year, and the plans for the future: "A 35-foot ship channel has been completed from the station to the sea. The six shop buildings will be ready to receive machinery in December. The power-plant building is practically closed in, and the plant itself will be in partial operation before the end of the fiscal year. Storehouse, administration building, marine barracks and quarters, and six sets of navy-yard quarters are under contract. Plans for the hospital buildings are in preparation, and work will be authorized shortly. Outside power distribution mains, conduits, roads, and other general yard improvements are actively under way. Plans are in preparation for the lumber storehouse, paint and rigging loft, pattern shop, storehouses, and latrine, authorized by the act of August 27, 1912. This act authorized an increase in the usable length of the dry dock to 1,000 feet. Supplemental agreement covering this change is ready for signature, and the contracts are proceeding with the work. Work will be in progress on a concrete basin, with wharf to store 100,000 tons of coal and designed for future extension to double this capacity."

Many Contractors. During the past year a number of contracting firms have been operating at Pearl Harbor, each maintaining a separate organization. The contractors of the principal projects, together with the contract on which they have been operating, are as follows: Hawaiian Dredging Co., channel and harbor dredging; San Francisco Bridge Co., drydock; Lord-Young Engineering Co., naval magazine; Spalding Construction Co., marine barracks and quarters and naval officers' quarters; J. H. Concanon Co., seven industrial buildings, administration building and general storehouse.

On September 1, 1912, the public works officer and the general storekeeper moved their offices and staffs to Pearl Harbor, and for the last three months have been administering the job on the ground.

The early part of the year was marked by the stay of the entire Pacific fleet in port. The California, West Virginia, South Dakota, Colorado and Maryland arrived in November 1911, under command of Admiral Thomas, with Admiral Southerland as commander of the second division. On March 17, 1912, Admiral Southerland hoisted his flag as commander in chief. Admiral Thomas returning to the Pacific Coast on the West Virginia and the balance of the fleet sailing for Oongapo, P. I.

A short stop was made in this port on the return trip several months later, and last September the cruiser Maryland paid Honolulu another visit, when Secretary of State Knox was a passenger en route to Japan to attend the Mikado's funeral.

The Church Extension movement, which later resulted in the establishment of the Inter-Church Federation, began March 17, 1912, with a union meeting of five Protestant churches at the Bijou theatre.